The A. F. of L. Weekly News Letter contains a brief summary of important matters affecting labor, occurring in the industrial, legislative, and judicial fields, and such other information as will benefit the trade union movement.

AMERICAN FEDERATION OF LABOR

WEEKLY NEWS LETTER

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AGITATE! EDUCATE! ORGANIZE!

VOL. 6. NO. 37. WASHINGTON, D. C., SATURDAY, DECEMBER 9, 1916. WHOLE NO. 297.

LIFE OF BABE DEPENDS ON WAGES OF FATHER

Washington, Dec. 9.—That children's welfare, from babyhood to adolescence, is bound up with industrial conditions is emphasized in the fourth annual report of Miss Julia C. Lathrop of the children's bureau, federal department of labor.

"A study of infant mortality in Manchester, N. H., completed this year, adds new evidence that when the father's earnings are low, the mother's work out of the home, the infant mortality rate is exceptionally high. In Manchester it was found that in families having four babies, where fathers earn less than $600, to one death among every 16 babies, where fathers earn $1,050 or more.

"The bureau has prepared a study of maternal mortality and finds that 15,000 mothers die year by year in this country from largely preventable causes incident to maternity and that the death rate from maternal causes has not decreased since 1900.

"The means of prevention," it is stated, "are the instruction of the mother, medical supervision before the birth of her child and suitable care during confinement. But she must have nourishing food and sufficient rest and freedom from anxiety—in other words, decent living conditions.

"Merely keeping the breath of life in children is valueless to the nation unless they are brought on to adult life trained and with the full powers of body and mind.

"It is a matter of speculation as to what proportion of children at work are dependent upon their own earnings or support families in whole or in part. Also the number of dependent children now supported by public and private funds is unknown."

Congress is urged to authorize the bureau to make a special inquiry into the conditions of the children to be affected by the new federal child labor law.

WHY LIVING COSTS ARE HIGH.

Denver, Dec. 9.—The only shortage in cars and commodities that exist is manufactured by an apparent collusion between the railroads and the middleman, reports the legislative committee of the Trades and Labor Assembly to investigate the high cost of living.

The committee found refrigerator cars loaded with hay and cement.

"We find beef," reports the investigators, "selling at 12.50 for whites and 12.25 for reds, and three years ago whites sold at 8½ cents and reds at 8 cents a hundred. It is evident that there is no shortage of potatoes, as there were of carloads in the yards on the 1st of November 19, of 1916, left to freeze. There was brought to the attention of the committee that one man in the Greeley district with 10 acres of potatoes was compelled to store them for feeding, as to sell them from going to ruin, owing to his inability to get cars for shipment. Your committee made a visit to the Western Slope district to try and buy apples and we found a five-acre tract unpicked. When inquiry was made as to the price we were told that they were not for sale. We were asked to be permitted either to pick or take fruit on the ground, or, in other words, windfall apples. We were then told that they were not privileged to grant our request, as they had been bought by a commission merchant."

The committee recommended that the president and congress be urged to have the government investigate this and related questions.

CAN'T DELIVER LABOR VOTE.

Oklahoma City, Okla., Dec. 9.—The Oklahoma Federationist is the latest labor paper that has given up the almost hopeless task of convincing certain folk who fear "politics will wreck the trade unions," that the labor vote cannot be delivered.

"The opinion that a labor official can deliver the labor vote to any party," says the Federationist, "arises from ignorance of the practices and principles of trade unionism. The trade union is a thoroughly democratic institution and the power of the official rests on the authority delegated to him by its membership. He has no power other than that with which he has been entrusted, and in the course of long experience and observation that no labor official has been entrusted with the power to control any vote that is not in any political campaign.

"The number of trade unions would not tolerate for a moment the control of their votes by a labor official. They understand their rights too well to trade such a sacrifice of their liberty. They are just as free to support their political principles and preferences as any other citizen."

A. F. of L. DEPARTMENTS.

Baltimore, Dec. 9.—At the tenth annual convention of the A. F. of L. building trades department John D. Pidgeon, of Brewers' union, Chicago, was elected president, to succeed Frank Duffy. William James G. Hannahan, Steam Engineers' union, Chicago, was elected on the executive board to take the place of the president-elect.

There were no changes in the metal trades department.

Because of the death of Secretary-Treasurer Tracy, of the union label trades department, election of this department placed the office in the hands of the vice president executive, who will temporarily fill until the next convention. The board has deferred action until its January meeting.

EMPLOYERS PLEAD FOR UNITY.

Tacoma, Wash., Dec. 9.—The chamber of commerce is tiring of its non-union shop agitation and at the last meeting of the Central Labor Council a letter from the former body pleaded for unity and asked the unionists to attend a meeting of the chamber to be especially arranged for them.

In view of the chamber's declaration for the non-union shop the unionists took the position that relations would remain the same until the business men by resolution announced they would keep their organization out of industrial disputes. Until that time it was voted to accept no invitation.

CONSULTS WITH UNIONS.

Denver, Dec. 8.—James Noland, secretary of state, Colorado, has asked Colorado trade unionists to indicate their preference for the position of state labor commissioner of this state, now is actually the labor commissioner.

The state federation of labor includes a list of the candidates already recommended to him for appointment, and assured the central bodies if other candidates appear he will notify them.

WINNIPEG TEAMSTERS STRIKE.

Winnipeg, Manitoba, Dec. 8.—Organized teamsters employed by the Swift Canadian company suspended work to enforce higher wages and because some of their fellows were discharged. The workers are paid $2 and $2.4 a week. They have no outlook except an increase, Manager Gale for all months.

INJUNCTION JUDGE DENIES FREE PRESS

Chicago, Dec. 9.—Judge Frederick Smith of the Cook County Circuit Court has shown that the injunction judges will go in their contempt for the state bill of rights and the federal constitution. Max Michalek and Stanley Kaszubski are malleable iron workers and were employed by the Illinois Malleable Iron company. They, together with their locals, organized a union and Michalek was elected president and Kaszubski, secretary. The union called a strike to enforce higher wages and Judge Smith issued a sweeping injunction against them at the request of the company. The court now gives these two workingmen because they signed their names to the following announcement which was published in a Polish newspaper:

"To the Strikers of the Illinois Malleable Iron Co.:

"Strikers' meetings are held three times a week at night. At these meetings we have crowds of people. Strikers from the north side have come to relate to us their on strike until the company will give in to their demands. We have made up our minds not to pay any attention to the company's chasers, who make all kinds of promises to get you back to the shops on account of these promises, because the scabs are cursing not only themselves but all of us. We have found they will strike again because they are being cheated by the company's foremen, also because they have to live on 10 apples on trees, and now the scabs are getting $1.61 per day, and they are receiving a raise every two weeks to come.

"The committee informs the public in the name of the strikers to stay away from the struck shops, as this would harm us in the battle we have been fighting for seven weeks, because we are only fighting for those who are striking, but also for those who are working there.

"We request all the strikers to be attend the meeting on Sunday, the 23rd inst., at 2 o'clock."

UNIONISTS ENJOINED.

Moline, Ill., Dec. 9.—Judge F. D. Ramsey has issued a temporary injunction against four Machinists' unions and the Tri-City Federation of Labor, at the request of Williams & White and the Moline Forging Manufacturing company, who are the principal employers denied. The writ includes practically every unionist in the tri-cities of Moline and Rock Island, and will be returnable the 1st of November 19, of 1916, left to freeze. There was brought to the attention of the committee that one man in the Greeley district with 10 acres of potatoes was compelled to store them for feeding, as to sell them from going to ruin, owing to his inability to get cars for shipment. Your committee made a visit to the Western Slope district to try and buy apples and we found a five-acre tract unpicked. When inquiry was made as to the price we were told that they were not for sale. We were asked to be permitted either to pick or take fruit on the ground, or, in other words, windfall apples. We were then told that they were not privileged to grant our request, as they had been bought by a commission merchant."

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A. F. OF L. FULFILLING ITS MISSION

By John O'Neill, Editor Trinidad (Col.) Free Press.

The annual convention of the American Federation of Labor is the great national congress in which the representatives of the workers meet to deal with every problem that affects the weal or woe of laboring humanity. It is looked upon as the most democratic body in America and recognized as a congress whose deliberations are based upon the full desire to lift humanity closer to the sunlight of civilization, that will dispel the darkness of that adversity that has come to us down the centuries from the brutal reign of the mailed fist upon the throne of authority.

There are many, even among the ranks of the workers, who have at times severely criticised and censured the co-called small-like pace of the American Federation of Labor and frequently condemn the methods and tactics that its officials adopt a policy that would quicken the onward march of the labor movement towards the ultimate goal—labor's emancipation.

It is true that the American Federation of Labor, like all other large bodies, has moved slowly, but its slow but sure tread has been proven to that intelligence which has cautiously investigated every grave and serious problem and surveyed with a clear vision every situation that confronted the workers of a continent.

Men of ripe experience have reached the conclusion that it is dangerous to "speed up," for the history of the past with its countless wrecks, has demonstrated that wisdom is seldom found in aggressive policies that are pushed by the passionate impulses of the overzealous, who have not learned that "the brave, impetuous heart yields everywhere to the calm, unflinching head."

During 36 years of the life of the American Federation of Labor, many so-called "labor" organizations have been born, launched, and the founders of such organizations have made rosy predictions as the glorious battles that were going to be fought and the victories that would be won, but they lacked the essentials of labor, but these impatient promoters of labor unions, who flaunted the flag of rebellion against the slow but sure policies of the American Federation of Labor, were forced to write the obituaries over the organizations that were going to be built on impulse instead of intelligence.

Samuel Gompers, the president of the American Federation of Labor, has been shelled by the grape and canister of the advocates of aggressiveness, but he has bravely stood his ground, bearing the brunt of the severest censure, rather than to precipitate the labor movement into a fallup, that might overwhelm it with disaster.

The great minority who once reprimanded the slow but sure methods of Gompers, now temper their pens in joyful verbiage in criticism of his lack of haste to reach the coveted summit of labor's ambition, but this minority which once differed with him, relative to policies and tactics, are now impressed with the conviction that it is far better to be slow and sure than to endanger the life and power of a movement, that has emerged with the highest aims and aspirations of the laboring millions of a nation.

The American Federation of Labor, in its great mission, is spreading the gospel of unionism throughout the land, is breaking the fetters of economic slavery and Gompers, whose wisdom, energy and devotion have been consecrated to the great cause that pleads for social justice, merits the tribute of his fellow workmen as "The Old Man of the Labor Movement."

EXPOSE R. R. POVERTY PLEA.

Washington, Dec. 9.—The joint congressional committee that is investigating the transportation question gave the railroads an opportunity to prove their cry that they "can't pay" and the testimony of Senator Cummins asked Alfred P. Thom, counsel for the railroads' executive committee, if the history of the last any railroad company that has tried to get money for new construction and has failed.

The railroad man acknowledged he knew of no such case, but insisted that railroad stocks and bonds could be made attractive to investors." The senator suggested that watered stock might be the answer, while calling to witness the fact that the roads have earned an amount in the last 10 years equivalent to 8 per cent on their watered stock, or actual money invested.

Mr. Thom said that this was not enough. He thought the millions of watered stock that has been pumped into railroads only represented 5 per cent value of these properties. He said he knew nothing of the Chicago, Rock Island and Pacific railroad, which has been looted by stock jugglers. He was positive, however, that railroad stock no longer equals to investors.

The commission is investigating every phase of transportation, including government ownership.

TRADE UNIONIST MAKES GOOD.

Washington, Dec. 9.—F. C. Roberts, member of Typographical union No. 101, of this city, has been named by the labor commissioner of Porto Rico by Governor Yeager of Porto Rico in the interest of the secretary of war, which has just been made public.

In his annual report to the Porto Rico legislature Roberts aroused the antagonism of the sugar interests and influence in the island when he declared:

"The labor movement of Porto Rico, as organized through the agencies affiliated with the American Federation of Labor, is the only influence in the island that is working for the betterment of the working people of Porto Rico to the American standard of living, and as long as it is permitted to be organized by the employers there will be conflicts between capital and labor in the island.

"It is no longer possible for big enterprises to be established in the island, as in the states, with a view only to paying dividends. The plan may succeed for a while, but strikes and industrial unrest will follow.

"Many employers in Porto Rico ought to think a little more how much money they are making and give a little attention to what kind of people they are making."

YONKERS CAR LAW ILLEGAL.

Yonkers, N. Y., Dec. 9.—The ordinance prohibiting the employment of motormen and conductors on the lines of the Yonkers Trolley company, unless they had had 15 days' training, was declared unconstitutional by Judge Neall of the City court. The ordinance was passed several years ago. It was supported by the Street Car Men's union and the city council refused to aid to these workers in their present fight. The attempt to have city council repeal the law failed.

Judge Beall has evidently been reading criticisms of the ordinance, for in his decision invalidating the ordinance, he uses this now familiar phrase:

"And it should be declared invalid for its very obscurity. No man can tell what it means."

The Street Car Men's union and the street railway company, as well as the public generally, have a clear idea of what the law was meant to be, of its effectiveness in prohibiting the use of inexperienced men, strikebreakers and thugs.

EIGHT HOURS LESSENS FATIGUE.

New York, Dec. 9.—"Fatigue is caused by the intensity and frequency of repetition of muscular acts," said Dr. F. S. Lee of Columbia university, in an address on the ill effects of overwork.

"The way to avoid fatigue is to shorten the workday. The shorter workday, where it has been tried out, has resulted in better work, a better life in city and environment, more efficient industrial organization. These results have been abundantly demonstrated in view of the active and appreciated opponents of the reduction, as well as its honest but timid opponents.

"Modern labor saving machinery has, no doubt, lessened the intensity of the muscular acts. A workman at a machine is no longer required to lift heavy weights. But the machine has made this labor saving machine has made the frequency of repetition of muscular acts greater and greatly increased, makes quicker and more movements."

VIOLATE WOMEN'S LAW.

Butte, Mont., Dec. 9.—Despite numerous decisions that the 10-hour labor law for women has been repeatedly violated, it is stated that the first convictions have been secured in the city. The law was passed four years ago.

BIG MONEY FOR JOHN D.

Denver, Dec. 8.—A dividend of 20 per cent on the par value of the stock of the Colorado Fuel & Iron company has been declared by the board of directors, which failed to destroy the United Mine Workers' union during the recent strike.

SEATS FOR STREET CAR MEN.

Columbus, Ohio, Dec. 8.—A common council committee has approved an ordinance that provides seats during non-rush hours for motormen and conductors operating the Knit street.

GROSS EARNINGS TO APPLY

Peoria, Ill., Dec. 9.—Circuit Court Judge Stone has ruled that benefits paid workmen under the Illinois compensation law shall be based on gross earnings.

A miner employed by the Brewster & Evans Coal company was injured and the company defeated in the compensation award because the board included in earnings the sum of $254.57 for powder, fuses, check weighman, union dues, union assessments, donations, etc., which had been deducted from the pay of its employe.

Judge Stone called attention to the fact that the miner is not compelled by either to use powder, fuses, or to sharpen his tools, but that these things would facilitate his work. Check weighmen and union dues, also, were optional with the miner, as he contended.

"The court is unable to see wherein that situation is changed by the fact that the employe has given permission to deduct these items of expense; that is evidently an arrangement for the convenience of the parties and the expenses of the employer against loss, which, in the view of the court, does not touch the question here.

"A portion of these items are evidently a part of the tools with which the miner works, just as the saw and square are a part of the tools with which the carpenter works, and it is the regular and usual general tools used in that employment and for which the employe is paid, as no court can be construed 'special expenses.'

"The court can readily see that if the position taken by the commission were the correct one, it might readily follow, particularly in cases where operating companies provide all powder and blasting, in which to supply the employes, that the grocery bill and the house rent might well be taken as 'special expenses' for which the employer extends such credit. Certainly the law could not have contemplated such a result.

"It is the opinion, therefore, that the court has the right to look to the gross earnings of the employe and that the items sought to be deducted cannot be properly included as items of special expense" entailed in the nature of the employment."

WIRE MEN ADVANCE.

New York, Dec. 9.—Electrical Workers' union No. 534 has raised wages 50 cents a day for all members.

Tucson, Ariz., Dec. 9.—An eight-hour day, improved working conditions and wage increase from $4 to $5 a day have been secured by Electrical Workers' union No. 570.

Quincy, Ill., Dec. 8.—A strike that involved members of Electrical Workers' union No. 67 has been settled. The union is recognized and wages are increased 5 cents an hour until May 1, when another 2 1-2 cent increase will be paid.

Springfield, Ill., Dec. 9.—The International Brotherhood of Electrical Workers is celebrating its 21st anniversary last month—November 28. The official journal of the organization says in part:

"The electrical workers are not the only ones who have benefited by our organization, as we have, in fact, secured added protection to the life, limb and property of the general public.

"No one who understands will question but that the electrical workers have reduced to the minimum the loss by fire through defective electrical installation."

OPPOSE COMPULSION.

Richmond, Va., Dec. 9.—Compulsory arbitration is opposed by the Central Trades and Labor Council, which calls upon United States Senators Martin and Swanson and Congressman Flood to use every means at their disposal to defeat such legislation.

The resolutions declare that legislation of this character "would mean virtual slavery for the great mass of toilers of the state," and express the opinion that it would also be in direct violation of the thirteenth amendment of the federal constitution, which declares that:

"Neither slavery nor involuntary servitude, except as a punishment for crime whereof the party shall have been duly convicted, shall exist within the United States, or any place subject to their jurisdiction."

"CAN'T-STRIKE" LAW IGNORED.

Toronto, Ontario, Dec. 9.—About 200 Canadian Pacific railroad freight handlers suspended work because they were refused a wage increase. They secured the Canadian industrial disputes act which makes it illegal to strike until a government commission investigates.

STRIKE TO RAISE WAGES.

Wheeling, W. Va., Dec. 9.—Boiler makers and apprentice machinists employed by the Riverside Iron Works company struck on strike for wage increases. The men are asking that their rates be raised from 32 to 35 cents an hour.

TEXTILE WORKERS GAIN.

Knoxville, Tenn., Dec. 8.—The Brookside Cotton Mills, employing 1,500 operatives, have raised wages 10 per cent. These employes are members of the Textile Workers' union.

THEATRICAL UNIONS WIN.

Detroit, Mich., Dec. 8.—Joint action by the unions of musicians, stage employes, picture machine operators and bill posters has resulted in the signing of a new agreement with the theatrical managers calling for the following scale for the coming season: Musicians, $5 per day; stage employes, $25 per week; picture machine operators, $25 per week; bill posters, $25 per week.

RACE PREJUDICE DENOUNCED.

Chattanooga, Tenn., Dec. 9.—In an editorial commending the A. F. of L. declaration that the negro should be organized, the Labor World of this city says:

"So long as the negroes remain unorganized they will continue to be exploited in order to break down the standard of living of not only their own race, but of all men who are brought in contact with them in the industrial field. Efforts have been and are being made in Chattanooga to organize the negroes into the various trade unions, and the field here is ripe. Narrow-minded race prejudice should not and will not be allowed to defer this good work.

"There has been much said in the press recently in regard to the exodus of negroes from the south to the north and east of colored laborers, but the great deal of unfriendly sentiment has been expressed over the alleged mistreatment of the colored man when he goes north to work for him and the sufficient wages to keep body and soul together. This solicitude is amusing in those who know conditions as they exist and who are aware that certain interests are especially anxious to keep the class of negroes here in existence they are more susceptible to exploitation than are white laborers who perform the same class of work, for the latter can more easily be organized."

CIGAR MAKERS PAID LOW WAGE

Lima, Ohio, Dec. 8. — In a circular issued by Cigar Makers' union No. 213, striking cigar makers employed at the Bobbs-Merrill factories declare the low wages paid by this concern, which maintains plants in several Ohio cities, has increased another $1,000 a week. Verso and other brands.

On 5-cent grades, like San Felice, women are paid $1.50 per thousand less than men, although the work of men and women are packed in the same boxes and sold at the same prices. Men are paid $2.20 per thousand less than the union scale, and when this is compared with the union scale, men have a loss of $5 to $6 a week, while women have a loss of $1.50 to $2 a week.

On 10-cent goods, like the El Verso, the loss is much greater in proportion. Women get $5.50 per thousand less than men. Packers are paid less than one-half the union scale. Hours are 10 per day, against the eight-hour rule in union factories.

These workers were recently organized. When the company awoke to the sentiment for unionization officials told the girls they would be "given more work in warehouses" before the pay of a single employe would be raised. This opinion was forcibly expressed when the strike began organizing. In an effort to stop the union "drive," the pay of women on part of the work was increased.

STEREOTYPERS RAISE WAGES.

New Haven, Conn., Dec. 9.—Stereotypers' union has signed a two-years' agreement with publishers in this city. Firemen shall be paid not less than $15 a week and journeymen not less than $19 until December 1 next year, when the rate shall be $20.

El Paso, Tex., Dec. 9. — Newspapers have accepted the new wage rule of Stereotypers' union which provides for $35 for firemen and $4 for journeymen. The contract will run for two years.

Springfield, Mass., Dec. 8.—Stereotypers have raised wages $1.50 per week night for their members employed on one of the local newspapers.

REJECT AGE-LONG THEORY.

New York, Dec. 8.—Trade unionists shock well-meaning people because of their irreverence for the so-called "immutable laws of political economy."

But it would appear that other forces are likewise undermining this ancient fetish, and express the opinion that it is "dead."

The law of supply and demand under which the grain and provision magnates of Chicago usually talks refuge, when public pressure is brought to bear, is not immutable. Like the law of gravity in the case of a flying machine it overcomes it by the law of speed, and even set aside temporarily."

STRIKEBREAKERS ARE COSTLY.

New York, Dec. 9.—Representatives of the New York Railways company answered a request for a conference with motormen and conductors have been employed since September 1 last, when the strike on these lines started. Of this number the company has been compelled to discharge 1,778 because of their inefficiency and thievery.

WANT TWO-PLATOON PLAN.

Vancouver, British Columbia, Dec. 8.—Municipal firemen are urging the adoption of the two-platoon system, which would give them a day and a night off in every two days.

Under the present system firemen are on duty 24 hours every day and night.

WAGES-BY-LAW WEAKENED.

Detroit, Mich., Dec. 8.—In a letter to the public bathing commission Corporation Counsel Dingeman has notified architects and cheap labor methods are afoot that the amendment to the city charter, which provides that municipal employes shall receive the "highest prevailing wage," does not mean "union wage scale" and that there is no danger of their rates being disturbed by the city recognizing higher rates.

LONGSHOREMEN ADVANCE.

St. John, New Brunswick, Dec. 8.—Longshoremen have accepted the wage compromise of steamship companies. The wages will be 37½ cents an hour. Former rates were 35 cents.

FAST FREIGHT TRAINS NOT AFFECTED BY LAW

Cleveland, Dec. 8.—In discussing the Adamson eight-hour law, the Locomotive Engineers' Journal makes a good point when it says: "Trains that get over the road in eight hours are not affected at all." This should appeal to men who cry for nation-wide "efficiency," and it should silence those who insist that the act is simply intended to raise wages.

"One of the allegations against the bill," continues the publication, "is that it is unworkable"—a queer contention, surely, at a time when there was no limit to anyone's pay. We finally got a 10-hour day established, then got that reduced to a day of 10 hours, when overtime was figured on the basis of 10 miles an hour multiplied by the rate per mile the engineer was getting. The managers did not like the change, because it increased the price of overtime, but they had no trouble in applying it, and there is no change in the rate per mile in applying the Adamson law, but it does make an increase in the cost of overtime. Those that get over the road in eight hours are not affected at all.

"Overtime will be increased 25 per cent, and if they reduce the delays 25 per cent the application of the Adamson law to road service would add no expense over present conditions, and would be a benefit to both the shipper and the employe. There is a nine-hour and a 16-hour law now, and why is not the eight-hour law right?

"It is very evident that they do not intend to live up to it, and that they are trying to make the conditions as disagreeable as possible to the employes, not that they complain of the law, but they know they can, but they have met with some disappointing defeats in what they thought was a fine opportunity to discriminate, and possibly to a degree to make the act fall into a boomerang; they are really fighting a law of government which passed the law, and of which they have a right to look to the railroads for favors which have not been granted."

"SPECIAL PRIVILEGE."

Cleveland, Dec. 8.—The Railroad Trainman, official magazine of the Brotherhood of Railway Trainmen, takes a unique sideslight on arbitration of railroad disputes:

"A special privilege granted to railroad companies by the present federal statute is the Adamson eight-hour law, an act, in that of administering any award reached in an arbitration. For instance, the railroad and its employes may submit to arbitration under the federal law a complicated wage dispute. The award may be rendered, but until the commission, immediately, and almost invariably, has rendered a decision on that road is compel the award in means a wage reduction instead of a wage increase, and thus railroad labor finds itself in the unique position of having to look upon arbitration as a gross injustice.

"So long as operating officers of the railroads are permitted to interpret the language of an award to suit themselves, it is folly to expect labor to accept such interpretation, with the full knowledge that a decision adverse to itself is to be rendered the language to be distorted, the employes are justified in refusing arbitration.

"Can you imagine one of the parties to a suit at law being permitted to interpret the decision rendered by the court and compelling the other party to the suit to accept such interpretation? Hardly.

"Experience has taught the employes that it requires many months, and often years, to get a proper interpretation of an award as intended by the arbitrators."

MAYOR ROLPH BARS GUNMEN.

San Francisco, Dec. 9.—Mayor Rolph has blocked the chamber of commerce in its attempt to surround a non-union job with armed gunmen.

"There will be no gunmen picketing city property," he declared. "The chamber of commerce succeeded in having an armed guard system adopted when the last election and I intend to see that no armed pickets are used in labor difficulties."

A strike was called by structural iron workers, employed by Dyer Brothers, in the new Call building, for erection of an addition to a hospital. The contractors refused to grant the eight-hour rule in planking between the floors of the structure, thereby protecting the lives of workmen.

When the union workers struck because of this violation of law the chamber of commerce and employers' association began to protect the strikebreakers. The business men are silent on the question of the eight-hour law and refuse to protect their lives, and to enforce a state law.

SEAMEN MEET IN NEW YORK.

New York, Dec. 8.—Last Monday the twentieth annual convention of the International Seamen's union was called to order in this city. During the past year the membership has doubled and is now above the 40,000 mark. In his report Secretary-Treasurer Hanson said:

"Unusual activities have taken place in all districts during the past year. Splendid results have been obtained. Plans have been formulated, adopted and carried out through which more real benefits to the membership have been and during the past year than at any other time in the history of the union.

Fraternal delegates from the National Sailors' and Firemen's union of Great Britain, and Kumi Suzuki, of Japan, Suzuki, of the Laborers' Friendly society of Japan.

DEFENDS UNION SHOP.

Tacoma, Wash., Dec. 8.—Secretary Taylor of the state federation of labor defended the union shop in a joint debate with Secretary Hubbard, of the Washington Employers' association. The unionist declared that "there is a certain satisfaction in knowing that the man at the toller to sell his labor."

Secretary Irvine favored the non-union shop and declared "open shop." He believed many strikes could be avoided if employers and employes would get together fast under the same table and talk things over." He was against strong organizations of workmen, however, despite the fact that experience has shown that that power alone forces employers to meet their employes.

WAGES ADVANCE.

Winnipeg, Dec. 8.—Wages have been advanced by the Canadian Pacific railway company to its employes in the Fort William district. The increase is from 2 to 5 cents an hour.

PRESIDENT FAVORS "CAN'T-STRIKE" LAW

Washington, Dec. 9.—President Wilson's message to the joint session of congress, last Tuesday, included a recommendation that existing federal arbitration and mediation laws be amended to provide that "a full public investigation of the merits of every such dispute shall be instituted and completed before a strike or lockout may lawfully be attempted."

This suggestion is similar to the present Canadian industrial disputes investigation act which makes strikes in public utilities illegal unless the dispute is first referred to a commission appointed by the government.

The Trades and Labor Congress of Canada, at its convention last September, called on the Dominion government to repeal this law, which has been in effect nine years.

On the eight-hour question President Wilson made this recommendation:

"The establishment of an eight-hour day as the legal standard for the work and of wages in the employment of all railroad employes who are actually engaged in the work of operating trains in interstate transportation."

Congress was also urged to empower the chief executive, in case of military necessity, "to take control of such railroads as may be required for the use of the railways of the country as may be required for military use and to operate them during the period of war, with authority to draft into the military service of the United States such railway men in the service of the railroads as the circumstances require for their safe and efficient use."

Vocational training and education was urged, as was the proposed amendment of the organic law of Porto Rico.

OPPOSE "CAN'T-STRIKE" LAW.

Washington, Dec. 9.—President Wilson's recommendation to congress that the "can't-strike" law be amended will be opposed by the American Federation of Labor and the railroad brotherhoods.

At the last convention of the A. F. of L. held in Baltimore, the report of the committee on this vital question was unanimously adopted.

"Involuntary and compulsory labor once enforced, even if it was called for a single hour, will not halt at its enforcement for that hour, but will go on and become permanent.

"The human labor power which this country has developed through the skill of their employers against their will is inseparable from the body and the personality of the workmen. Labor is a part of the men and women themselves. They cannot be forced to work like inanimate things, like cattle without reducing them to the legal status of slaves, transforming their minds and spirits into those of slaves. No more dangerous proposition has ever been presented than this compulsory investigation measure.

"Compulsory institutions to prevent strikes have been tried and have been found in other countries, and found wanting."

IMMIGRATION FIGURES.

Washington, Dec. 9.—The bureau of immigration, department of commerce and labor, reports that 44,063 immigrants arrived in this country during the month of October.

This is an increase over October, 1915, when the number was 31,174, but is substantially an equal number for October, 1914, when the arrivals totaled 45,241.

The number admitted last October, laborers lead with 7,371. Farm laborers were next with 2,295. Greece supplied the largest number of immigrants, 4,308, followed by Italy with 3,409, and Mexico with 2,398. But 26 immigrants arrived from Belgium, 20 from Bulgaria, 3,816, Montenegro and Roumania.

The leading states to receive immigrants were divided are as follows: New York, 19,13; Massachusetts, 4,753; Pennsylvania, 3,507; New Jersey, 1,901; Illinois, 1,589, and California, 1,567.

Of the southern states, Kentucky and Louisiana, 18; Maryland, 16; Mississippi, 16; South Carolina, 15; Alabama, 16, and Georgia, 25.

TRAINMEN TO AID PROBERS.

New York, Dec. 9.—The four railroad brotherhoods have agreed to assist in every way possible the commission appointed to investigate the Adamson law. The railroad managers have refused to co-operate, but the commission is preparing to conduct its investigation regardless of the fact that the law is now before the United States Supreme court. The commission, it is stated, will give the brotherhoods every opportunity to present their case before it.

Former Grand Chief Clark of the Order of Railway Conductors, now a member of the interstate commerce commission, is a member of the investigating committee. Many reports have been obtained. Frank Goethals, ex-governor of the Panama canal zone.

WILL MAKE STORAGE COSTLY.

Washington, Dec. 8.—The interstate commerce commission has authorized railroads to establish a new demurrage scale, starting the 6th day, which will make storage costly for those business men who allow commodities to remain in freight cars after unloading. Under the law the charge of $1 a day is often less expensive than unloading.

Under the new scale two free days are allowed, and subsequent charges are $1 for the third day, $2 for the fourth, $3 for the fifth day and $5 for the sixth and each day thereafter

The new scale which is in order is intended to stimulate prompt unloading of cars and releasing the same for industry.

FAMILY RECEIVES BENEFITS.

Scranton, Pa., Dec. 9.—The state compensation board has awarded the widow and children of the late Peter Novak shall be paid $5.00 compensation benefits by the Lehigh Valley Coal company.

Novak was injured while in the employ of the company and would not have been awarded benefits but for the result of gangrene poisoning. The company claimed exemption from liability because Novak had been a saloon attendant, but the board ruled that Novak's family should not suffer because of this fact.

OBJECT TO CONVICT LABOR.

Oklahoma City, Okla., Dec. 8.—Organized labor does not take kindly to Governor Williams' legislative policy, as outlined in a newspaper interview, in which he is quoted as favoring the building of a terrace around the capitol with convict labor. The governor's proposition is that within the law which provides for the state's prisoners to be employed, he would desire that this monument to convict labor he would be a disgrace to Oklahoma.